

**CITY/COUNTY ASSOCIATION OF GOVERNMENTS  
LEGISLATIVE COMMITTEE**

**MINUTES  
MEETING OF SEPTEMBER 14, 2006**

At 5:50 p.m. Vice Chairman Tom Kasten called the meeting to order in the Second Floor Auditorium at the San Mateo Transit District Office.

Members Attending: Judith Christensen, Marc Hershman, Vice Chair Tom Kasten, Linda Koelling, and Irene O'Connell.

Staff/ Guests Attending: David Burruto (Assemblyman Leland Yee's Office), Richard Napier (C/CAG Executive Director), Walter Martone (C/CAG Staff), Brisbane Councilwoman Sepi Richardson (C/CAG Board Member), Wes Lujan – via conference call (Advocation), Ross Nakasone (County Manager's Office), Brian Lee (County Public Works), and Jerry Grace (Oakland resident).

**1. Public comment on items not on the agenda.**

- None.

**2. Approval of minutes from August 10, 2006.**

*Motion: To approve the minutes as corrected. Hershman/Koelling, unanimous.*

**3. Briefing from C/CAG's Lobbyist in Sacramento (via conference call).**

Wes Lujan reported:

- a) Now that the Legislature has concluded its two-year session, the focus is now on the actions that are being taken in the Governor's Office.
- b) AB 2554 – Authorizing Congestion Management Agencies and the Bay Area Air Quality Management District to increase the Vehicle Registration Fee by five dollars each – This bill made it through the Legislature with only the bare minimum number of votes. The Governor has reaffirmed that he is opposed to any new taxes, and although this is a fee and not a tax, it still represents an increased cost to the voters. It is anticipated that the bill will either get a quick veto to highlight the Governor's concern, or he may hold it till the end of the month to see how it plays out in the press.
- c) AB 2538 – Increase in Planning and Programming funds for Congestion Management Agencies – Although there was some Republican opposition, it appears likely that the Governor will sign it. There is no added cost to the State or the voters. If the infrastructure bonds are passed by the voters, the Administration feels that these funds will likely be needed to do better planning and management of the new programs.
- d) AB 2681 and SB 1225 – Increase in the Vehicle Registration Fee to support Abandoned Vehicle Abatement programs – This is popular program with the voters and will likely be approved.
- e) AB 2987 – Telecommunications reform – This bill by the Speaker of the Assembly has a lot of money and big business support. It will likely be approved.

- f) ACA 13 – Flood control and stormwater pollution prevention programs – This bill never got any real traction in the Legislature. The prominent taxpayer lobbying groups strongly opposed it, because they claimed that it circumvented the spirit of Proposition 213. It appears that there is still some interest in the Governor’s Administration to address the issues that ACA 13 was attempting to tackle. The Governor’s environmental stand has consistently mentioned the problems with pollution created as a result of stormwater runoff. If the Governor is reelected, he is likely to push his environmental agenda harder. This could bode well for a bill like ACA 13. It was more difficult to deal with this bill during an election year when his own party was opposed to it.
- g) SB 927 – An environmental mitigation bill that allows the Port of Los Angeles to assess increased fees – This fee bill may also receive a veto because of the opposition from the Republicans. It will likely resurface if the Governor is reelected.
- h) It is highly expected that if the Governor is reelected, he will want to do more in the area of water quality, especially dealing with the coastline and the impacts of pollution.
- i) If Angeles is elected as Governor, his is also expected to push an environmental agenda.
- j) In order for the current Governor to win reelection, it is anticipated that he will have to pull in a large number of Independents. There is concern that having the Bonds on the ballot will cause many Republicans to stay home. This could hurt the Governor.
- k) A recent PPIC poll shows that the Independents are favoring the Governor by 42% to 23%.
- l) The talk in the Capitol about the bonds is that if a strong campaign is not waged with significant funding, they could fail.
- m) The PPIC polls shows:
  1. Proposition 1B (transportation infrastructure) with 50% yes and 38% no. Caltrans Director Will Kempton stated that he recently saw a poll that showed this bond with only 46% support.
  2. Proposition 1C (housing) has 50% yes and 38% no. There does not appear to be a strong constituency supporting this bond and not a lot of money has been raised for a campaign. Many are concerned that the bond will not make any substantial impact on the housing problem.
  3. Proposition 1D (education) has 50 % yes and 41% no. So far there has not been an organized campaign to support this bond.
  4. Proposition 1E (flood control) has 56% yes and 41% no. It is a perception that the benefits of these funds will not reach all areas of the State.
  5. Proposition 1A (protection of the sales tax on fuel) – There is a great deal of momentum behind this proposition and it appears that it is extremely popular with the voters.
  6. Proposition 84 (environmental programs) has 40% yes and 45% no. It appears that the voters are overwhelmed with the number of propositions and the amount of money that is being proposed. Many feel that the voters may just get fed up and start voting consistently no on the bonds.
  7. Proposition 87 (tax on oil profits) – The oil companies started buying up as much air time as possible and paying premium prices for it. This has driven up the cost of air time for the opposition.
  8. Proposition 90 (eminent domain) – This proposition is hoping to play on people’s paranoia about losing their homes to eminent domain. Most believe that if the public is given the real information about this initiative, they will defeat it. So far not much money has been put up either for or against the proposition. Conservative radio talk shows have been supporting it.

- n) SB 1611 (to allow congestion management agencies to increase the Vehicle Registration Fee) – This bill died in the Legislature, likely because of the competing measure in the Assembly (AB 2444). It was also noted that this Legislative Session has seen unprecedented rivalries between both of the Houses.

David Burruto from Assembly Speaker Pro Tempore Leland Yee's Office commented that the word in the Legislature is that the Governor and Senator Perata both see the bonds as an important part of their legacy. They both plan on waging a strong campaign for passage. The campaign is being run out of Senator Perata's Office.

**4. Review and approval of the Monthly Update on Pending Legislation.**

The deadline for bills to pass the Legislature and be sent to the Governor was August 31<sup>st</sup>. The Governor has until September 30<sup>th</sup> to sign or veto bills.

**5. Establish date and time for next meeting (September 14, 2006).**

The next regularly scheduled meeting for the Committee will be on Thursday, November 9, 2006. It was decided that the October 12<sup>th</sup> meeting should be canceled.

**6. Other items/Comments from Guests.**

None.

**7. Adjournment.**

The meeting was adjourned at 6:45 p.m.